

"CUBA."

Examination of Commodore Higgins and his Officers—Fourth Day's Proceedings—Monday.

David McDowell was introduced as a witness on behalf of the Government. Mr. Phelps conducted the examination.

On being sworn the witness stated that he resided in New York and was by occupation a steamboat hand. Was employed in September last on the tug boat Martha Washington of New York. About 22d September tug left pier 9, North River, after taking on board 10 or 15 men. A. Mr. Brown was in charge of the men, who came on board about 7 a. m. Tug went to pier 49 and took on board 20 more men; then went to pier 8; nothing occurred there. Went to pier 10 and got orders to go to pier 29, East River. Witness didn't go round to East River with steamer, being left ashore at pier 10, North River, to tell Brown the boat had gone, and then went across the city. Arrived at pier 29 found the tug not there but met a man named Sam Greenwood. Waited till the tug came back, then got aboard and went to pier 26. This was Wednesday morning. Martha Washington after that got orders to go down to Coney Island—got there at 5 p. m., and left there at midnight. While there about 20 men came aboard; went and anchored in the stream, and while there the same on board from small sailing boats. Weighed anchor and went off to Fire Island. After the lapse of about an hour saw steamer. Tug hoisted flag with initials M. W. as signal—no colors were set on steamer. The steamer was black and with side-wheels. Since saw her in stream here—she is called the Cuba. Martha Washington then went back to New York—staid there till that night—got back on the afternoon of Friday. Mr. Brown was in charge of the men carried to steamer. Laid over till Friday night—then went down below the Narrows and laid to. Sailing boats here brought 25 men on board, Mr. Brown in charge. B. came on board after the men. Greenwood was first in charge of the men—he was the pilot of the tug. Then went to Coney Island dock, and from thence to steamer again—steamer was about same distance off Fire Island as before. After laying off there a short time, the tug was sent in the direction of Fire Island to look for a schooner, but could not find her, and returned, and saw that steamer had got her in the meantime. Witness could not tell the name of the schooner—would know it if he heard it mentioned. The name of Jas. Predmore was called—he said that was the name. Steamer went tug to tow schooner—Captain refused. Witness didn't know who gave the order—thought it was Brown. B. came aboard and tug returned to New York. When she left steamer was getting a hawser to schooner. Got back to New York Saturday evening—did not recollect. Started out again Monday afternoon, and went down through the Narrows to Sheep's Head Bay. Brown and another man came on board. Laid here till small boat came off with 6 or 8 men—shipped some provisions—went to steamer which then lay inside of Montank Point, at anchor about one mile from Light House and in the Sound about half-mile from shore. This was on Sunday afternoon. Saw nothing but schooner on the beach—thought it was the Predmore—had masts out and was nearly abreast of steamer. (Witness was not familiar with localities here). Then went alongside of steamer and made fast—put on board the provisions and men. Brown went on board with small valise. Tug remained about two hours and left. Brown and Greenwood came from steamer with 4 or 5 of the crew; then went to New London, Conn., landed Brown and Greenwood, took on a Sound pilot and left for New York. [Here the counsel for the defense objected to the declarations of B. and G. on leaving, sought to be drawn out by the Government. Though these might be a part of the act, the parties were not defendants here. The Court ruled that the act would only be considered.] Witness resumed—when pilot was shipped in place of Greenwood, tug went down to New York. Witness arrived in Wilmington Monday morning of last week, and before leaving didn't go to steamer after time as witness—nothing said to him about pay—left New York at 8 P. M. Saturday—Shields came with him—a man whom he did not know came to his house after him and told him he must come as a witness. Since coming to Wilmington had staid aboard of Revenue Cutter in the stream.

The cross-examination was conducted by Hon. Geo. Davis—Witness stated that he didn't go with the tug from pier 10 North River to pier 29 East River, and could tell of nothing that happened on the way. When he first went to the Hornet it was Thursday—found her off Fire Island about 8 or 10 miles—this was when the men went on board. Returning to New York, the tug went to pier 8. Left Friday night again went below the Narrows when other men came on board from sail boats. Steamer was then about the same distance off Fire Island. Went back and next time found Hornet inside of Montank Point at anchor about 1 mile from shore. Witness remained on the tug as a deck hand till to Oct. 1st; and made no other trip to Hornet. Was not familiar with coast thereabouts. When in sight of Hornet at Fire Island, while she was picking up the schooner, she was 2 or 3, or probably 4 or 5 miles off. At no time when the men were going on board was she less than 8 or 10 miles from shore.

John Woolford (colored) was called back on the stand by the Government counsel, and in reply to questions said he didn't know the name of the Captain of the Hornet, but if he saw him could recognize him. Being requested to look around the room, he pointed out Mr. Esling, Master of the Cuba, as the Captain of the Hornet.

Mr. D. G. Worth was introduced, and the examination conducted by Judge Persen. On being sworn Mr. Worth declared that his business was that of a shipping

and commission merchant in this city. He knew none of the officers of the Cuba personally, but he had met with one, whom he supposed is an officer of the Cuba (Capt. Ingraham), at his house in this city two or three weeks ago Sunday. It was before the vessel came up. Capt. Ingraham said he wanted to get coal for a steamer below in distress, and wished it delivered immediately. Witness declined to deliver it on Sunday, but finally agreed to deliver to boat ready to receive it at midnight. Applicant said he would give \$2 more per ton than the price asked (\$10) if delivered immediately—witness still refused. He was told that the name of the vessel was the Gettysburg—witness didn't see applicant afterwards—he didn't get the coal—men went down to deliver it, but the officer didn't call. The steamer was said to be bound from New York to New Orleans. Capt. Ingraham was dressed in citizen's clothes, and was accompanied by the Chief Engineer of the steamer.

The Government here offered in evidence, temporary register No. 73 of the Hornet—also register No. 74; and wanted to show that Mr. Esling, a citizen of the United States, was master of the Hornet at the time the register was taken out.

The Government here closed its testimony. The counsel for the defense confessed ignorance that it would close so soon, and asked an adjournment till next day. The Court then adjourned to Tuesday morning 10 o'clock.

TUESDAY, Oct. 26. On the opening of the Court, Mr. Davis, for the defense, proposed to introduce several officers of the Cuba as witnesses. This meeting with objection from the Government counsel, Mr. Davis stated that in 1862 Congress passed an act as to the competency of witnesses, making State laws the test of competency in the Courts of the U. S. in each State. Criminal cases are governed by the common law; and by the 4th section of the Judiciary act of 1781, rules of evidence in civil cases are regulated by the common law; therefore, civil cases being provided for, the act of 1862 must *ipso facto* refer to criminal cases. Every defendant is a competent witness for his co-defendant—so decided by the Supreme Court of N. C.; but a party is not compelled to give evidence which might criminate himself.

Mr. Phelps contended that there was nothing in the statute which included criminal cases; and that the laws of the U. S. are not to be disturbed by laws of the State on this subject.

Judge Meares contended that such testimony was admissible under the act, and that it expressly states that the rules of State Courts must prevail here.

After much argument further on this subject the Commissioner ruled that the witnesses were competent.

Mr. Gibson introduced, Mr. Davis conducting the examination—witness stated he was from Liverpool, Eng. Heard of Hornet in Halifax, U. S. Wanted a position, and applied to Hornet and shipped as mate, 7th or 8th of September. Left Halifax Sept. 12th—next port made was Wilmington. Was on board Hornet off No-Man's Land. Had followed the sea for 33 years—past 18 years as master's mate. At No-Man's Land remember schooner coming up and putting men on board about 8 or 10 miles from shore—took in some heavy cases from another schooner, still about 8 or 10 miles from shore—cases were heavy—steamer was never within 3 miles of shore. No order was given as to approaching within a marine league. Martha Washington came up at Fire Island—Hornet then 10 miles from shore. She was only 3 miles at No-Man's Land—at Montank Point was over 3 miles out.

Witness went ashore in a boat, took 35 minutes to go with five cars and over an hour to come back.

Cross-examined by Mr. Phelps—Arrived at New York from Liverpool and remained 15 days—went to Boston—staid about fortnight—went to Halifax. Heard Hornet wanted a man—went to Capt. Esling—he wanted mate for voyage to Queenstown. Left Halifax in 4 days. Mr. Phillips was on board—saw Mr. Dornin on schooner off Fire Island, laying seaward—steamed out to schooner—not the first schooner saw or made for—first was vessel we took men off—made land at Fire Island. Had about 100 tons coal at Halifax, nothing else. Only been to New York harbor once in my life—saw position of Fire Island on chart. Had 15 or 16 men at Halifax, seamen and firemen—understood from captain would have men by and by. Did not look at chart on Fire Island, but knew position from inspection of chart made before. Said he had made a mistake—was No-Man's Land made first—was in the day, 8 or 9 o'clock. Remained off No-Man's Land day or two—first vessel saw was a schooner, off No-Man's Land under sail—we were approaching each other, with No-Man's Land 12 or 14 miles astern of us—land in sight—didn't know what land it was—didn't see any colors on schooner—had no name at Halifax or there, and not till last September about 20 miles from American coast—colors then Cuban ensign. About 11 a. m., when met schooner—hauled us and said she had passengers for Queenstown, some men came on board, some were Irish—nothing said about passage money—some of the men came in here—Met another schooner there—don't know her name—first schooner was the Petrel. Passengers for Queenstown were Gordon and few others—Capt. Esling hailed Charter Oak—went to her and made her fast—she was 3 or 4 miles from land—saw land on both quarters—don't know what coast it was—was steaming out past schooner before we hailed her. Mr. Dornin came on board first day—don't know whether came as passenger or not—about 15 or 16 miles from land then. Had fine weather for 3 or 4 days after left Halifax—wind southwest and northwest—fair weather—off No-Man's Land—no trouble till met first schooner—rough afterwards for 36 hours and until came up with second schooner—schooner went to eastward, we to southward—schooner went out of sight—saw her next evening laying at anchor near Clay Head. A boat with 12 men went in boat—took 1 hour to go, with weather

moderate. I said nothing to Captain of schooner—Capt. Ingraham was with me—schooner of 140 tons—she got under way, and we pulled back to steamer; after towing schooner out from land—about 5 miles off when took hold of her; towed her about 8 miles—this was about midnight—schooner didn't anchor—we anchored and commenced discharging schooner—laid alongside till noon following day (Sunday)—water smooth—took about 4 guns in cases marked diamond G.—finished about midnight. Am quite sure when we took hawser from schooner we towed from land, Land was to eastward of schooner. The ports were already out for guns, but none mounted that day. Capt. Esling had a pilot in steering into No-Man's Land. The first time before we met schooner anchored at what I understood to be No-Man's Land—remained there from morning to evening day before met schooner—3 times anchored there altogether.

After going aboard thought we were going to run blockade—idea first entered my head when saw arms first come aboard ship that were going to run blockade to Cuba instead of going to Queenstown. Steamer laid there till took arms aboard and went after coal—next vessel coming up with was coal steamer—saw tug 1 or 2 miles off—no signals set on schooner—took schooner in tow to Montank Point—anchored round point at night. Schooner had been in tow 2 or 3 hours before hawser broke—steamer let go anchor within 2 or 3 miles of shore when she came down from Fire Island—think were anchored outside Montank Point—came in for smooth water—I never saw coast before—were from Saturday morning to Sunday morning coaled. Schooner while here parted cable and went ashore about 3 miles off. Steamer remained till afternoon and following day—some gentleman and few men came aboard—then steered along coast—met a steamer off light ship—some one came on board—we then sailed towards here—I signed no articles—at sea was offered place as Ensign—accepted and received commission—all officers received commissions same day. Had 4 or 5 tons coal aboard steamer when came in Cape Fear—was told there was about 10 tons. Paid no attention while loading to dates and distances. Was not aware I would be made a witness. Re-examined, witness stated that he was not familiar with the coast where Hornet loaded—thought that off Montank Point distance was 3 or 4 miles.

Capt. Geo. L. Reed examined by Mr. Davis—I reside in Brooklyn, Me., have been in Wilmington since Saturday—came on brig Alcyon as master—have followed the sea 16 years—am acquainted with the soundings and coast about Martha's Vineyard and No-Man's Land—have run there 4 or 5 times a year and been my own pilot. Was once driven ashore at Gay Head—remained ashore 1 month, and was wrecking and sounding from No-Man's Land to Gay Head during that time. There is no anchorage within 3 miles of No-Man's Land—it is my impression that any Capt. who would anchor there unless driven by stress of weather, either wanted to lose his ship or get an Underwriter's light. Have sounded well between Gay Head light and No-Man's Land and there is no anchorage that any prudent man would use. Never saw a ship anchor there. In rough weather no ship is safe within 3 miles of No-Man's Land anywhere. I know the soundings at Montank Point—there is no anchorage within 3 miles of shore with gale from North East for any ship drawing more than 6 feet water. The buoy lays 3 1/2 miles to the south of Montank Point—no safe anchorage within 3 miles of Shagwarp. A cross-examination failed to disturb this testimony.

Court adjourned to Wednesday morning 10 o'clock.

WEDNESDAY, Oct. 27. On the opening of the Court, Jas. Denison was examined by Mr. Davis. Witness testified that he was a native of England—by occupation an engineer—had followed sea 9 years—never was in U. S., till he arrived in Wilmington—joined Hornet at Halifax, N. S., and came there from St. John's N. B., having been shipwrecked off the coast of New Brunswick in the Cleopatra. Had heard of no military or naval exhibition when he joined the Hornet, and had been there but 2 days—was not acquainted with coast of U. S.—shipped Sept. 7 or 8, and left Halifax Sunday night 3 or 4 days afterwards. Hornet had been examined there, nothing found and she was discharged. Remember that schooner came up at sea and put men on board, then 7 or 8 miles from land—remember heavy guns were taken on board—ship then about same distance from land. Were about 3 or 4 miles off the coast when taking in coal—nearer 4 than 3 miles.

Cross-examined by Mr. Phelps—Were at sea when met first vessel had communication with, in sight of land—she was a schooner; didn't know her name or how many men taken on board. I shipped from Halifax for Queenstown or any port on other continent—Capt. Esling was in command when we left Halifax. I was Second Assistant Engineer. I paid very little attention to dates and didn't know localities along the coast. Remember meeting a second vessel, another schooner, in sight of land—saw no one come on board—guns, ammunition, etc., taken on board. I don't think Hornet was at anchor any time previous to this after leaving Halifax—anchored first time when she took guns on board—in sight of land then—land on the port side. Anchored between 8 and 12 o'clock at night—schooner made fast alongside—guns hoisted by tackles on board schooner and tackles on board ship—guns in very heavy cases—also took in shot, shell and several cases, contents to me unknown—there was a heavy box and was told he was a pilot. After guns were shipped, Hornet steamed about in same general locality—remained about there some days—met another schooner and a steam tug, the latter several times. Remember making fast to schooner with coal aboard—gave her hawser and towed her 16 or 18 hours—took coal out of her—didn't see

how much coal. It was good weather first, but blew afterwards, wind towards land—remember seeing no lights. After got in coal went towards Wilmington, so far as I know. When I joined the ship a flag, which I supposed to be U. S. flag, was flying—first flag hoisted afterwards was Cuban ensign, a day or two after, took coal—first heard vessel was bound for Cuba, when we took guns on board. A little steamer came up to us about time hoisted Cuban flag. The first time my attention was called to distances was when I heard testimony of first witness (Gordon), and I thought he was telling a most awful falsehood. We were very near out of coal when made first schooner; only 8 or 10 tons in forward bunkers and very little in aft—steamer went from 9 to 11 tons per day on an average—she was upwards of 7 miles from land when we took in coal.

Re-examined by Mr. Davis—We were flying Cuban flag when we came into the Cape Fear, and kept it flying since till taken down by Government officers. The tonnage of Hornet is about 750 tons—she drew about 12 feet when we left Halifax.

Capt. J. N. Maffitt introduced, examination conducted by Mr. Davis, testified that he had followed the sea 32 years—was formerly in U. S. Navy 14 and 14 years on coast survey—had made pretty much all of the chart exhibited in Court himself—was engaged in coast survey about No-Man's Land—don't think there is any reasonable safe anchorage for a ship of 750 tons in short distance. Could anchor in 11 or 12 fathoms water 3 1/2 miles off No-Man's Land. No anchorage off Montank Point when wind is from east—could anchor anywhere with wind from northwest—would hesitate long time before he would lay at anchor there in September. If a vessel broke her anchor at Montank Point and went ashore, the wind must be from east. No risk to ship in moderate weather inside of Point; could lay in 11 miles. The distance from No-Man's Land to Gay Head light is 6 1/2 miles—between them there is no good anchorage. There is great difficulty in telling distances on the water—depends greatly upon state of atmosphere, knowledge of the land and experience in judging by naked eye—found distances at sea very deceptive. Witness had compared facts with judgment of the eye for 14 years; and stated as experience that it is almost impossible to judge by the eye. A cross-examination developed about the same facts.

Mr. Davis offered in evidence a Naval List, showing that in January 1863, the Hornet was a gunboat in the U. S. Navy, 820 tons burthen and carrying 8 guns.

Mr. Phelps objected, on the grounds that it was immaterial and irrelevant.

Mr. Davis wanted to show by this that the Hornet was not prepared as a vessel of war by the Cubans. The evidence was admitted by the Court.

Capt. C. P. Bolles, examined by Mr. Davis, testified that he had been in the service of the coast survey 16 years—belonged to coast survey proper—Capt. Maffitt had been detached from navy, and had served together. Witness corroborated Capt. Maffitt's testimony as to difficulty of judging distances by naked eye.

John Christian examined by Mr. Davis—Witness testified that he had been engaged to join the Hornet in New York and joined her at sea—not then in sight of land. When the ship was at schooner taking in coal, I steered the boat that went ashore—the distance was about 7 miles, as near as I could judge. When I joined Hornet I went aboard from the Martha Washington; went aboard of her from sail boat—Mr. Greenwood was in charge. I shipped at the Hornet, on board; signed articles there—agreed on shore with Mr. Greenwood to go—had seen him before but was not acquainted with him. Have been a seaman 11 years. Since I came to this port have been on board of Cuba and walking about town.

Cross-examined by Mr. Phelps—In reply to question witness stated that he had offered to no one to testify against the ship, but had been offered by a man \$20 to do so. On being asked who was that man, witness pointed to Shields, and said "that's the man—I told him I would let him know, but have not done so, though I have seen him every day since. I went in with Shields and Dempsey into a bar room and took a drink when this offer was made."

Court then adjourned to Thursday morning 10 o'clock.

THE GOVERNMENT'S LAST BLOW AT THE CUBA—PREPARATIONS FOR DISMANTLING THE STEAMER—SHE IS STRIPPED OF HER SHIP'S SUPPLIES.—Under the personal supervision of the United States Marshal for this State, S. T. Carrow, assisted by Deputy Marshal Neff, preparations were made yesterday for dismantling the Cuban man-of-war Cuba, forcibly seized by the Government last week. A flat and small tow boat were carried alongside in the afternoon and a considerable portion of the ship's supplies taken off. These are still being removed and stored in one of the warehouses attached to the Custom House. It is then proposed to remove the powder and shell on board to some safe magazine—in all probability to Fort Caswell—and then tow the steamer up to the Custom House wharf, where the work of dismantling will be completed by the removal of the guns, etc. There is now on board the Cuba 8,100 pounds of loose powder in the magazine, besides numerous percussion shell and cartridges. Too much care cannot be exercised in their removal, and none of this ammunition must be allowed to come within the city limits. In this action we understand the Marshal is acting under orders from Washington. But one more act in the drama is to be performed—the condemnation and sale of the vessel. Whether the Government will await the due process of law through the Courts or conclude its arbitrary action by one more arbitrary still remains to be seen.

A census shows the population of Atlanta, Ga., to be 29,166—whites 15,982; colored, 13,184.

Dr. George W. Bagby, of Virginia, is lecturing to fine audiences in Huntsville, Ala.

Over 300 hands are employed in the manufacture of zinc at La Salle, Ill.

SUPERIOR COURT.—Before Judge Russell yesterday, disposed of were the following cases: Sol. Prichard and Thos. Canaday, larceny—6 months each. Jas. Capot and Jim Fisher, larceny—Capot tried, Fisher not taken; 4 months as to Capot, judgment to be suspended on payment of costs. Barden Sheppard, larceny—verdict of guilty; verdict set aside; motion for new trial granted; not pros. entered. Jas. Satchwell, larceny—verdict of guilty; judgment suspended. Wm. Howard, larceny—12 months. Edward Carr, larceny—not guilty. Wm. Stevenson and Jeremiah Williams, larceny—2 years each. Richard Howe, larceny—12 months. Nathan Philway, larceny—4 months, judgment suspended on payment of costs. Wm. Howard, larceny—verdict of not guilty. Geo. Bowden, Rebecca Bowden, Anthony Meltee and Sarah Meltee, disorderly house—verdict of not guilty. Daily Journal 28th.

LATEST NEWS BY TELEGRAPH. Riot in Goldsboro! BETWEEN UNITED STATES TROOPS AND THE NEGROES. Great Excitement. FIRING OF THE SOLDIERS. THE WOUNDED, &c.

[SPECIAL TO THE JOURNAL.] GOLDSBORO, N. C., Oct. 24, 1869—P. M. Our town was thrown into a state of the wildest excitement last night by a riot, which commenced early in the evening and lasted until ten o'clock, P. M., between the United States troops stationed here and the negroes. About seventy-five negroes were fired, and one negro and one white man were wounded. The negroes could not stand the fire; they retreated after the first volley. The negroes walked up and down the streets cursing the damn Yankees, individually and collectively. It is now twenty-four hours since the riot, and our authorities have not made, or attempted to make, the first arrest. The negro leaders are well known. There is a strong probability of the fight being renewed again to-night. There were three fights, the negroes retreating in the last.

From Washington, WASHINGTON, D. C., Oct. 27—P. M. The revenue receipts to-day was three hundred and forty thousand dollars. Mr. Ewing is fully restored to health. The conscience fund in the treasury amounts to one hundred and thirteen thousand dollars. Paraguay Minister McMahon, thinks Lopez's position stronger than ever before, and that the announcement by the allies of war being over, was a mere pretext for withdrawing troops. Virginia has paid two million one hundred and ninety-four thousand revenue on tobacco for seven months, ending September. Chief Justice Chase said in the Supreme Court to-day, that the question of the jurisdiction in the Yorgor case having been decided, the counsel could make a motion for a writ of *habeas corpus* whenever thought proper.

One Hundred Indians Destroyed by a Prairie Fire. Four Prairie, Mo., Oct. 27—P. M. One hundred Indians were burned in the Dry Prairie fire near Fort Price.

From Richmond, RICHMOND, Va., Oct. 27—P. M. Two hundred members of the Society of Friends from the North passed through here this evening to attend the annual meeting at Greensboro, N. C. A freight train on the Chesapeake & Ohio Railroad ran into the accommodation train on the Richmond & Fredericksburg Railroad this morning at 4 1/2 miles from the city, killing and wounding the conductor and three others. W. F. Fitzgerald, who was a merchant of this city, committed suicide this morning in Amelia county by blowing out his brains. The Presbyterian Synod of Virginia meets here to-morrow.

From New York, NEW YORK, Oct. 27—P. M. To-day's Tribune says editorially: "We do not say that General Butterfield was guilty of acts which entitled him for the office of Assistant United States Treasurer in this city; but we do say that it is a good thing for the Government that he no longer holds the office."

Whether General Butterfield acted amiss, to be the subject of an investigation, declining not to prejudge that he was generally distrusted and so capable of injuring the credit of the Government was a matter that needed no investigation; but called for prompt action. The administration here, as in previous instances, has shown its determination to have its officials above even the suspicion of evil. And now why not relieve the treasury of its gold surplus by sales in the open market, pay our debt, stop interest and remove alike all temptations and all cause for fear about speculations in Government gold?"

From Lynchburg, Va., LYNCHBURG, Oct. 27—P. M. It is very cold here to-day. There is ice quarter of an inch thick. The Agricultural Fair is better attended to-day.

By HAVANA CABLE, HAVANA, Oct. 27—P. M. The steamer Columbia has arrived. Castaneda, editor of the Vase de Cuba, challenged Gilpie, editor of the Frensa. Gilpie refused to fight.

New York Markets. NEW YORK, Oct. 28—Noon. Stocks unsettled with a downward tendency. Money 6 1/2 per cent. premium. Sterling exchange, long, 109; short, 109 1/2. Gold, 129. Sixty-two, 119 1/2. Tennessee sixes, ex-coupon, 61 1/2; new, 59 1/2. Virginia sixes, ex-coupon, 60; new, 52 1/2. Louisiana sixes, ex-coupon, old, 63 1/2; new, 63 1/2; Eighty, 62. Alabama eighties, 90. Georgia sixes, 85; seven, 71. North Carolina sixes, ex-coupon, old, 47; new, 39 1/2. Flour 6 1/2 to 10 cents. Wheat 1 to 2 cents lower. Corn a shade better. Mess Pork, 31 1/2. Lard dull. Cotton quiet at 26 1/2. Spirits Turpentine quiet at 47 to 47 1/2. Rosin dull—strained, 52 1/2 to 52; good strained, 53 1/2 to 52 1/2. Freight firm.

Wilmington Wholesale Prices Current.

BROWN, B. 35 37. Sugar, 37 1/2. Coffee, 37 1/2. Tea, 37 1/2. Rice, 37 1/2. Beans, 37 1/2. Corn, 37 1/2. Wheat, 37 1/2. Flour, 37 1/2. Lard, 37 1/2. Butter, 37 1/2. Eggs, 37 1/2. Hides, 37 1/2. Tallow, 37 1/2. Grease, 37 1/2. Soap, 37 1/2. Candles, 37 1/2. Oil, 37 1/2. Brandy, 37 1/2. Wine, 37 1/2. Spirits, 37 1/2. Potatoes, 37 1/2. Apples, 37 1/2. Oranges, 37 1/2. Lemons, 37 1/2. Peaches, 37 1/2. Plums, 37 1/2. Cherries, 37 1/2. Strawberries, 37 1/2. Raspberries, 37 1/2. Blackberries, 37 1/2. Currants, 37 1/2. Gooseberries, 37 1/2. Mulberries, 37 1/2. Elderberries, 37 1/2. Huckleberries, 37 1/2. Raspberries, 37 1/2. Blackberries, 37 1/2. Currants, 37 1/2. Gooseberries, 37 1/2. Mulberries, 37 1/2. Elderberries, 37 1/2. Huckleberries, 37 1/2.

Wilmington Wholesale Prices Current. (Continued.) Sugar, 37 1/2. Coffee, 37 1/2. Tea, 37 1/2. Rice, 37 1/2. Beans, 37 1/2. Corn, 37 1/2. Wheat, 37 1/2. Flour, 37 1/2. Lard, 37 1/2. Butter, 37 1/2. Eggs, 37 1/2. Hides, 37 1/2. Tallow, 37 1/2. Grease, 37 1/2. Soap, 37 1/2. Candles, 37 1/2. Oil, 37 1/2. Brandy, 37 1/2. Wine, 37 1/2. Spirits, 37 1/2. Potatoes, 37 1/2. Apples, 37 1/2. Oranges, 37 1/2. Lemons, 37 1/2. Peaches, 37 1/2. Plums, 37 1/2. Cherries, 37 1/2. Strawberries, 37 1/2. Raspberries, 37 1/2. Blackberries, 37 1/2. Currants, 37 1/2. Gooseberries, 37 1/2. Mulberries, 37 1/2. Elderberries, 37 1/2. Huckleberries, 37 1/2.

Wilmington Wholesale Prices Current. (Continued.) Sugar, 37 1/2. Coffee, 37 1/2. Tea, 37 1/2. Rice, 37 1/2. Beans, 37 1/2. Corn, 37 1/2. Wheat, 37 1/2. Flour, 37 1/2. Lard, 37 1/2. Butter, 37 1/2. Eggs, 37 1/2. Hides, 37 1/2. Tallow, 37 1/2. Grease, 37 1/2. Soap, 37 1/2. Candles, 37 1/2. Oil, 37 1/2. Brandy, 37 1/2. Wine, 37 1/2. Spirits, 37 1/2. Potatoes, 37 1/2. Apples, 37 1/2. Oranges, 37 1/2. Lemons, 37 1/2. Peaches, 37 1/2. Plums, 37 1/2. Cherries, 37 1/2. Strawberries, 37 1/2. Raspberries, 37 1/2. Blackberries, 37 1/2. Currants, 37 1/2. Gooseberries, 37 1/2. Mulberries, 37 1/2. Elderberries, 37 1/2. Huckleberries, 37 1/2.

Wilmington Wholesale Prices Current. (Continued.) Sugar, 37 1/2. Coffee, 37 1/2. Tea, 37 1/2. Rice, 37 1/2. Beans, 37 1/2. Corn, 37 1/2. Wheat, 37 1/2. Flour, 37 1/2. Lard, 37 1/2. Butter, 37 1/2. Eggs, 37 1/2. Hides, 37 1/2. Tallow, 37 1/2. Grease, 37 1/2. Soap, 37 1/2. Candles, 37 1/2. Oil, 37 1/2. Brandy, 37 1/2. Wine, 37 1/2. Spirits, 37 1/2. Potatoes, 37 1/2. Apples, 37 1/2. Oranges, 37 1/2. Lemons, 37 1/2. Peaches, 37 1/2. Plums, 37 1/2. Cherries, 37 1/2. Strawberries, 37 1/2. Raspberries, 37 1/2. Blackberries, 37 1/2. Currants, 37 1/2. Gooseberries, 37 1/2. Mulberries, 37 1/2. Elderberries, 37 1/2. Huckleberries, 37 1/2.

Wilmington Wholesale Prices Current. (Continued.) Sugar, 37 1/2. Coffee, 37 1/2. Tea, 37 1/2. Rice, 37 1/2. Beans, 37 1/2. Corn, 37 1/2. Wheat, 37 1/2. Flour, 37 1/2. Lard, 37 1/2. Butter, 37 1/2. Eggs, 37 1/2. Hides, 37 1/2. Tallow, 37 1/2. Grease, 37 1/2. Soap, 37 1/2. Candles, 37 1/2. Oil, 37 1/2. Brandy, 37 1/2. Wine, 37 1/2. Spirits, 37 1/2. Potatoes, 37 1/2. Apples, 37 1/2. Oranges, 37 1/2. Lemons, 37 1/2. Peaches, 37 1/2. Plums, 37 1/2. Cherries, 37 1/2. Strawberries, 37 1/2. Raspberries, 37 1/2. Blackberries, 37 1/2. Currants, 37 1/2. Gooseberries, 37 1/2. Mulberries, 37 1/2. Elderberries, 37 1/2. Huckleberries, 37 1/2.

Wilmington Wholesale Prices Current. (Continued.) Sugar, 37 1/2. Coffee, 37 1/2. Tea, 37 1/2. Rice, 37 1/2. Beans, 37 1/2. Corn, 37 1/2. Wheat, 37 1/2. Flour, 37 1/2. Lard, 37 1/2. Butter, 37 1/2. Eggs, 37 1/2. Hides, 37 1/2. Tallow, 37 1/2. Grease, 37 1/2. Soap, 37 1/2. Candles, 37 1/2. Oil, 37 1/2. Brandy, 37 1/2. Wine, 37 1/2. Spirits, 37 1/2. Potatoes, 37 1/2. Apples, 37 1/2. Oranges, 37 1/2. Lemons, 37 1/2. Peaches, 37 1/2. Plums, 37 1/2. Cherries, 37 1/2. Strawberries, 37 1/2. Raspberries, 37 1/2. Blackberries, 37 1/2. Currants, 37 1/2. Gooseberries, 37 1/2. Mulberries, 37 1/2. Elderberries, 37 1/2. Huckleberries, 37 1/2.

Wilmington Wholesale Prices Current. (Continued.) Sugar, 37 1/2. Coffee, 37 1/2. Tea, 37 1/2. Rice, 37 1/2. Beans, 37 1/2. Corn, 37 1/2. Wheat, 37 1/2. Flour, 37 1/2. Lard, 37 1/2. Butter, 37 1/2. Eggs, 37 1/2. Hides, 37 1/2. Tallow, 37 1/2. Grease, 37 1/2. Soap, 37 1/2. Candles, 37 1/2. Oil, 37 1/2. Brandy, 37 1/2. Wine, 37 1/2. Spirits, 37 1/2. Potatoes, 37 1/2. Apples, 37 1/2. Oranges, 37 1/2. Lemons, 37 1/2. Peaches, 37 1/2. Plums, 37 1/2. Cherries, 37 1/2. Strawberries, 37 1/2. Raspberries, 37 1/2. Blackberries, 37 1/2. Currants, 37 1/2. Gooseberries, 37 1/2. Mulberries, 37 1/2. Elderberries, 37 1/2. Huckleberries, 37 1/2.

Wilmington Wholesale Prices Current. (Continued.) Sugar, 37 1/2. Coffee, 37 1/2. Tea, 37 1/2. Rice, 37 1/2. Beans, 37 1/2. Corn, 37 1/2. Wheat, 37 1/2. Flour, 37 1/2. Lard, 37 1/2. Butter, 37 1/2. Eggs, 37 1/2. Hides, 37 1/2. Tallow, 37 1/2. Grease, 37 1/2. Soap, 37 1/2. Candles, 37 1/2. Oil, 37 1/2. Brandy, 37 1/2. Wine, 37 1/2. Spirits, 37 1/2. Potatoes, 37 1/2. Apples, 37 1/2. Oranges, 37 1/2. Lemons, 37 1/2. Peaches, 37 1/2. Plums, 37 1/2. Cherries, 37 1/2. Strawberries, 37 1/2. Raspberries, 37 1/2. Blackberries, 37 1/2. Currants, 37 1/2. Gooseberries, 37 1/2. Mulberries, 37 1/2. Elderberries, 37 1/2. Huckleberries, 37 1/2.

Wilmington Wholesale Prices Current. (Continued.) Sugar, 37 1/2. Coffee, 37 1/2. Tea, 37 1/2. Rice, 37 1/2. Beans, 37 1/2. Corn, 37 1/2. Wheat, 37 1/2. Flour, 37 1/2. Lard, 37 1/2. Butter, 3